

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 51/04**

**SAILING DIRECTIONS CORRECTIONS**

<b>PUB 123</b> (NGA)	<b>9 Ed 2004</b>	<b>NEW EDITION</b> 51/04
<b>PUB 162</b> (NGA)	<b>6 Ed 2004</b>	<b>NEW EDITION</b> 51/04
<b>PUB 175</b> (NGA)	<b>8 Ed 2004</b>	<b>NEW EDITION</b> 51/04

**COAST PILOT CORRECTIONS**

<b>COAST PILOT 1</b>	<b>34 Ed 2004</b>	<b>Change No. 9</b> <b>LAST NM 50/04</b>
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Page 183—Paragraph 124, lines 3 to 6; read:  
wharves in the harbor bare at low water. In December 2003, depths of 2.8 to 5.0 feet, with shoaling to 1.4 feet along the southern edges, were available in the anchorage basin.  
(CL 233/04; BP 182681) 51/04

Page 241—Paragraph 275, lines 4 to 8; read:  
and fishermen. In October 2003, the harbor had depths of about 11 feet in the center, about 8.0 to 10.0 feet along the north and south sides, and 5.8 feet in the access channel leading to a basin off the town landing at the head; depths of about 1.8 to 5.4 feet were available in the basin.  
(BP 182945) 51/04

Page 303—Paragraph 656, lines 6 to 10; read:  
and a 30-foot anchorage off Fish Point. In February 2003, the controlling depths were 44.9 feet in the entrance from the sea to Fort Gorges Island Ledge Lighted Buoy 4; a 41.1-foot spot is about 260 yards northeast of Lighted Gong Buoy PH. In December ...  
(CL 140/04; BP 182554-55; NOS 13292) 51/04

Page 303—Paragraph 656, line 18; read:  
thence 33.2 feet to the head of the project. In February 2003, depths of 40 to 45 ...  
(CL 140/04; BPs 182554-55; NOS 13292) 51/04

Page 332—Paragraph 355, lines 15 to 20; read:  
limit. In June 2002, the controlling depths were 7.3 feet in the left half of the channel and 5.6 feet in the right half with shoaling to 4.5 feet at the end of the channel, thence depths of 5.0 to 6.0 feet in the north anchorage, thence depths of 7.1 to 8.0 feet in the south anchorage, except for shoaling to bare near the southeastern corner, thence a depth of 8.0 feet in the State anchorage, except for shoaling to 3.2 feet at the southwestern edge.  
(CL 1785/03; BP 182168) 51/04

Page 351—Paragraph 21, line 3; read:  
Inner Harbor. In 1997, a depth of 15.7 feet was available ...  
(DB 5127; BP 169588) 51/04

Page 399—Paragraph 121, lines 5 to 9; read:  
marks the approach. In May 2003, the controlling depth was 5.0 feet in the east half of the channel with shoaling to bare in the west half in about 41°45'18"N., 70°09'12"W. and 41°45'24"N., 70°09'17"W.; ...  
(CL 195/04; BP 182619) 51/04

<b>COAST PILOT 1</b>	<b>34 Ed 2004</b>	<b>Change No. 10</b>
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Page 197—Paragraphs 57 to 61; read:  
The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow track-lines of **002°** and **182°**, respectively, and intersect the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions:  
44°20.0'N., 68°08.9'W.;  
44°22.6'N., 68°09.6'W.;  
44°23.7'N., 68°10.4'W.;  
thence W to 44°23.7'N., 68°11.2'W. at the edge of Anchorage "A" and thence NW to 44°24.4'N., 68°11.7'W. at the edge of Anchorage "B".  
(CL 307/04; 26/04 CG1; LL/04) 51/04

<b>COAST PILOT 3</b>	<b>37 Ed 2004</b>	<b>Change No. 14</b> <b>LAST NM 39/04</b>
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Page 114—Paragraphs 1586 to 1587; read:  
(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;  
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and  
(8) Monitors the voyage plan required by §164.80.  
(CL 879/03; FR 04/29/03) 51/04

Page 114—Paragraph 1588, line 4 to Paragraph 1589, line 1; read:  
are entered in the log or other record carried on board.

**§164.80 Tests, inspections, and voyage planning.**  
(a) The owner, master, or operator of each towing ...  
(FR 4/29/03; CL 879/03) 51/04

Page 115—Paragraph 1598, line 3; read:  
of chafing gear; and of the winch brake, if installed.  
(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning

**COAST PILOT 3 (Continued)**

requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

- (1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;
- (2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);
- (3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;
- (4) Forward and after drafts of the barge or barges and underkeel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;
- (5) Pre-departure checklists;
- (6) Calculated speed and estimated time of arrival at proposed waypoints;
- (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
- (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
- (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 51/04

**COAST PILOT 3      37 Ed 2004      Change No. 17**

Page 68—Paragraph 613; read:

(c) On Saturdays, Sundays, and holidays year-round, the draw shall open on the hour and half-hour for vessels waiting to pass. Except on July 4<sup>th</sup> of every year from 8:30 p.m. to 11 p.m., the draw need not open for vessels, and in the event of inclement weather, the alternate date is July 5<sup>th</sup>.  
(FR 10/29/04; CL 1595/04) 51/04

Page 238—Paragraph 65, lines 3 to 4; read:

Delaware River at Delaware City. In August 2004, the controlling depth was 5.7 feet in the channel entrance ...  
(BP 184662) 51/04

Page 263—Paragraph 116, lines 7 to 8; read:

In April 2004, the controlling depth was 10 feet in the right

half of the channel with shoaling to 3.5 feet in the left half to Daybeacon 3, thence 10 feet to the harbor.

(BPs 184580-82; CL 1455/04) 51/04

**COAST PILOT 3      37 Ed 2004      Change No. 18**

Page 86—Paragraph 1107; read:

(viii) Oleum (fuming sulfuric acid).

(9) Ammonium nitrate and ammonium nitrate base fertilizers, in bulk, listed as a Division 5.1 material in 49 CFR 172.101.

(10) Propylene oxide, alone or mixed with ethylene oxide, in bulk.

(FR 8/18/04) 51/04

Page 87—Paragraph 1120, line 4; read:  
destination.

(FR 8/18/04) 51/04

Page 180—Paragraph 41, line 5; read:

charted. In July 2004, the controlling depth was 5.0 feet ...  
(BP 184257) 51/04

Page 184—Paragraph 77, lines 2 to 7; read:

miles west of Cape May Inlet. In August 2004, the controlling depth was 12.3 feet (15.2 feet at midchannel) through Cape May Inlet to the inner end of the jetties, thence 9.5 feet (13.6 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor, thence 2.1 feet to Schellenger Landing at the ...

(BPs 183345-48; BP 184661) 51/04

Page 217—Paragraph 197, lines 10 to 13; read:

bridge in Salem. In August 2004, the controlling depths were 10.8 feet (11.1 feet at midchannel) to Light 14, thence 16 feet through the landcut, thence in March 2004, depths of 12.8 to 16 feet in the basin, thence 16 ...

(BPs 183380-82; 184657-59; CL 1862/99) 51/04

Page 221—Paragraph 265, line 3; read:

long, 1,000 feet of berthing space; 40 feet alongside; ...  
(CL 1388/04) 51/04

Page 227—Paragraph 358, line 4; read:

feet of berthing space; 34 to 40 feet alongside; deck ...  
(CL 1388/04) 51/04

Page 238—Paragraph 68, lines 4 to 6; read:

August 2004, depths of 1.7 to 3.0 feet were in the entrance; thence depths of 2.8 to 12 feet were inside the ...

(BP 184663) 51/04

Page 262—Paragraph 103, lines 3 to 4; read:

boats, pleasure craft and petroleum barges. In May-June 2004, the controlling depth was 11.5 feet (12 feet at ...

(CL 1480/04; BPs 184610-611) 51/04

**COAST PILOT 3 (Continued)**

Page 287—Paragraph 94, lines 3 to 9; read:  
channel marked by a light and daybeacons. In July 2004, the  
controlling depth was 4.6 feet in the right half of the channel  
with shoaling to 1.6 feet in the left half to Daybeacon 7,  
thence 5.1 feet (8.0 feet at midchannel) to ...  
(BPs 184574-75) 51/04

Page 288—Paragraph 97, lines 4 to 7; read:  
above the entrance. In May 2004, the controlling depths  
were 6.0 feet in the left half of the entrance channel and 1.2  
feet in the right half of the entrance channel to Light 8,  
thence 6.0 feet to ...  
(CL 1477/04; BPs 184605-06) 51/04

Page 316—Paragraph 26, line 6; read:  
about 1 mile east-southeastward of Light 3.  
(CL 1661/04; LL/04; NOS 12264) 51/04

Page 319—Paragraph 59, lines 3 to 7; read:  
the Dominion Cove Point LNG, LP., The offshore unloading  
platform, 2,470 feet long with dolphins, has reported depths  
of 40 feet alongside. The platform has a deck height of 40  
feet and provides berthing space for two LNG tank vessels.  
The northern berth has depths of 40 feet, but shoaling to 34  
feet has been noted at the southern berth. The platform  
marked by private ...  
(CL 1661/04) 51/04

Page 329—Paragraph 127, line 3; read:  
least width of 1,500 feet and a least clearance of 182 ...  
(CL 1379/04) 51/04

**COAST PILOT 6                      34 Ed 2004                      Change No. 17**  
**LAST NM 48/04**

Page 331—Paragraph 209, lines 1 to 3; read:  
In October 2003, the controlling depths were 2.9 feet in  
the right half and 8.8 feet in the left half of the entrance  
channel to the basin, thence depths of 9 to 10 feet were ...  
(DD 4841) 51/04

Page 332—Paragraph 223, lines 6 to 9; read:  
In June 2004, the controlling depths were 20 feet in the  
entrance to Lighted Buoy TB, thence 13.9 feet (15.5 feet at  
midchannel) to the Second Avenue bridge; thence in October  
2002, 13.7 feet to the turning basin with 13 to 15 feet avail-  
able in the basin, thence 10.5 feet just ...  
(DD 3994; DDs 5400-01; LL/04) 51/04

Page 340—Paragraph 332, lines 5 to 8; read:  
basin. Lights mark the ends of the breakwaters at the  
entrance. A seasonal private fog signal is at the outer end of  
the State Dock. In September 2004, the controlling depth  
was 9.5 feet with lesser depths along the S edge.  
(DD 5578) 51/04

Page 357—Paragraph 107, lines 6 to 10; read:  
mooring basin. In October 2003, the controlling depth was  
10 feet in the channel between the breakwaters to the basin

with 10 feet available in the basin (except for lesser depths to  
5 feet along the E edge.)

A seasonal facility constructed by the city and ...  
(DD 4842) 51/04

Page 377—Paragraph 334 to Paragraph 335, line 3; read:  
In March-September 2004, the controlling depths were  
17.5 feet (20.9 feet at midchannel) in the entrance and  
through the outer basin to Lake Macatawa; thence in October  
2003-September 2004, 19.2 feet (20.4 feet at midchannel) to  
Superior Point, thence 16.2 feet (19.9 feet at midchannel) to  
the turning basin with 15 to 18 feet available in the basin,  
thence 12.8 feet (16.5 feet at midchannel) to the head of the  
project.

A dredged settling basin extends 900 feet upstream from  
the upper limit of the project in Macatawa River. In Septem-  
ber 2004, the basin had depths of 2 to 6 feet.  
(DDs 4986-89; DDs 5592-96) 51/04

Page 380—Paragraph 363, lines 4 to 7; read:  
are marked by lights. In September 2004, the controlling  
depths were 11.3 feet (11.9 feet at midchannel) in the  
entrance and between the piers to the South Haven Municip-  
al Marina, thence 7 feet (11.2 feet at ...  
(DDs 5579-80) 51/04

Page 496—Paragraph 161; read:  
In 1999-October 2003, the controlling depths were 15.7  
feet (24.5 feet at midchannel) in the entrance and through the  
mouth of the Portage River to the harbor of refuge, with 21  
to 25 feet available in the harbor, thence 20.2 feet (24.3 feet  
at midchannel) in the river channel to Portage Lake.  
(DD 752; DD 2682; DDs 2686-88;  
DD5040; DDs 5042-44) 51/04

Page 496—Paragraph 163, lines 13 to 15; read:  
revetted dredge canal. In 2000-October 2003, the controlling  
depth was 16.8 feet (23.9 feet at midchannel) to the canal.  
(DDs 1519-20; DD 2680; DDs 5033-39) 51/04

Page 497—Paragraph 173, lines 4 to 7; read:  
to a basin, thence to the upper end of Portage Lake. In Octo-  
ber 2003, the controlling depths were 17 feet (23.8 feet at  
midchannel) in the entrance and through the dredged canal to  
the basin, Lily Pond Harbor of Refuge, thence depths of 23  
to 25 feet were available in the basin, thence 23.4 feet (24.7  
feet at midchannel) to the upper end of Portage Lake. Moor-  
ing to the ...  
(DDs 5030-33) 51/04

**COAST PILOT 6                      34 Ed 2004                      Change No. 18**

Page 271—Paragraph 620, lines 1 to 7; read:  
**Swan Creek** is about 3 miles N of Stony Point. The  
entrance to the creek is marked by seasonal, private lighted  
and unlighted buoys and a **315°** lighted range. Inside the  
entrance, daybeacons mark the N limit of the channel. In  
1977, a controlling depth of 2 feet was reported in the

**COAST PILOT 6 (Continued)**

entrance channel. In 1985, an obstruction was reported in the entrance channel in about 41°58'32"N., 83°14'42"W. A **slow-no** ...

project.  
(DDs 5497-98)

51/04

(40/04 CG9; LL/04; NOS 14846)

51/04

Page 272—Paragraph 630, line 6; read:

(41°37'44"N., 82°50'29"W.), 95 feet above the water, is ...

(37/04 CG9; LL/04)

51/04

Page 384—Paragraph 393, lines 7 to 10; read:

to the harbor, just inside the breakwaters. In August 2004, the controlling depth was 6.3 feet in the entrance to the mouth of the Galien River.

(DD 5500)

51/04

Page 433—Paragraph 764, lines 7 to 10; read:

channel leads to two inner basins. In August 2004, the controlling depths were 21 feet in the entrance to the outer basin, thence depths of 17 to 21 feet were available in the basin with 14 to 16 feet at the W end; ...

(DD 5504)

51/04

Page 442—Paragraph 849, lines 8 to 10; read:

2004, the controlling depths were 8.9 feet in the entrance to the outer harbor basin, thence 4 feet (4.5 feet at midchannel) through the mouth of the river to ...

(DD 5495)

51/04

Page 450—Paragraph 955, lines 1 to 9; read:

In July-August 2004, the controlling depths were 16.4 feet (20.9 feet at midchannel) in the entrance channel through the S end of Green Bay to the mouth of the Fox River (except for a large shoal area with a least depth of 1.3 feet in the right half of the channel in an area adjacent to Light 18 near the southern tip of Long Tail Point), thence 18.9 feet (21.3 feet at midchannel) to the Fox River Valley Railroad swing bridge (except for shoaling to 14 feet in the right outside quarter of the channel, about 0.4 mile below the Fox River Valley Railroad swing bridge); thence in May-August 2003, 5.7 feet (6.6 feet at ...

(DDs 5562-77)

51/04

Page 458—Paragraph 1028, lines 4 to 8; read:

by private lighted buoys. In August 2004, the controlling depth was 5.2 feet in the channel to the head of the project.

(DDs 5490-91; LL/04)

51/04

Page 459—Paragraph 1033, lines 4 to 6; read:

ruins on the N side of the entrance channel. In August 2004, the midchannel controlling depth was 4 feet to the mouth of ...

(DDs 5482-83)

51/04

Page 465—Paragraph 1118, lines 6 to 12; read:

and the pier are marked by lights. In August 2004, the controlling depths were 3.4 feet (4.1 feet at midchannel) in the entrance and through the outer basin to the head of the